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ELEVATORS SAFER NOW.

Good Record Under New Rules-More Inspectors Needed.

When Superintendent Isaac A. Hopper, of the Buildings Bureau, issued a statement in regard to the safety of passenger elevators last January there was great excitement among elevator concerns. The rules were thought to be unnecessarily severe. Since these rules have gone into effect there have been fewer accidents, and they have been due to carelessness on the part of the operator. Superintendent Hopper said

Following the establishment of the new rules regarding the operation and safety of elevators used in buildings, and against which much opposition was manifested by some manufacturers, we find, notwithstanding the protests, that an improved condition of affairs now exists.

For the first five months of this year we have

For the first five months of this year we have For the first five months of this year we have had no loss of life from elevator accidents, ex-cept in one or two cases, where gross careless-ness was the cause. This is due to the fact that, while much protesting was done, we know that each maker of elevators and elevator de-vices has been actively exerting himself, and now we have many decided improvements in the safeguarding of the public.

Until 1902 there were no rules regarding the through elevator accidents was 50 per cent greater than it is now. Previous to 1902 the guide rails were of wood, while the present rules require iron or steel. A safety device was then employed which ran up and down in the guide rails, but the failure of this device to work was the occasion of many accidents. Another rule specifies that two or more cables, independently connected, must be used. Folding gates must be placed on all passenger elevators, and there must be a clear space of not less than three feet at the top and bottom of the shaft.

Previous to 1902 there were fourteen inspectors and one chief inspector of elevators in this city, while at present there are only eleven inspectors and one chief inspector. This means that six thousand passenger elevators must be tested by twelve men. The rules of the bureau require that every elevator be tested once in three months. Under the present conditions the inspectors are unable to test each elevator more than twice in a year. Superintendent Hopper has applied for a larger force of elevator inspectors, and until he receives them he will be unable to do justice to the public. At least ten more men are needed in this department. John J. Boyhan, chief elevator inspector, said:

All the recent accidents have been on elevators which were in service before the new rules were adopted. We are gradually weeding out these oldtimers. Another cause of accidents is the carelessness of the operator. The rules say he must be at least eighteen years old, but this is broken repeatedly. It is impossible for an inspector to obtain evidence, as a competent operator is always on hand when the inspector is around. If elevator boys adopted the plan of the subway and elevated guards of closing their gates before ringing the bell, there would be still fewer accidents. We are thinking of adopting an automatic gate. There are a dozen safety devices in the market which fulfil every condition for a reliable elevator, but what we need is better operators.

VICTIM OF TROLLEY CRASH DEAD.

Twenty Others Injured in Collision at Poughkeepsie, N. Y.

Poughkeepsie, N. Y., June 23.—Miss Lillian Moore, of this city, whose skull was fractured when two cars filled with an excursion party were in col-lision at Fishkill Landing early to-day, died several hours after the accident without regaining con-sciousness. None of the twenty others who were injured in the crash are thought to be fatally hurt. All the injured have been brought to this city by steamer.

The accident happened half an hour/after midnight. Both cars were crowded with Poughkeepsteroide, members of a moonlight excursion party, conducted by the Knights of Temperance of St. Paul's Church, who were returning from Mount-Bearon to their steamboat at Fishkill Landing. The brakes of one of the cars were out of order, and the motorman attempted to let the car down the hill by using the reverse current. He had cov-ered only a short distance, when the trolley pole slipped from the wire, the current was interrupted and the car coasted into another one ahead.

MICHIGAN BANK CLOSES ITS DOORS. Kalamazoo, Mich., June 23.-The Vicksburg Ex-Kalamazoo, Mich., June 2s.—The Vicksburg Ex-change Bank, of Vicksburg, twelve miles south of this city, closed its doors to-day. The bank is a private institution and has been in husiness about twenty years. It is said that the deposits total about \$150,000 or \$200,000 and that the assets are sufficient to meet liabilities. A notice was posted on the doors of the bank to-day saying that on account of the illness of the president. E. L. Page, it was thought advisable to suspend operations temporarily.

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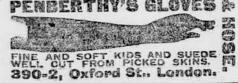
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